

19th June 2002

DANDENONG, to the east of Melbourne, is often spoken of as the gateway to Gippsland; that region to the south east of Melbourne that is the home of the giant earth worm. Up to two metres long and 20 mm in diameter (Fair dinkum!). Now a giant Peugeot worm has surfaced in Dandenong after being in a shed for 41 years! It is a Type 153 from 1921.

A Type 153 is a big tourer, as big as Peter Flanagan's 175, but not as refined. A 2800 cc side valve monobloc engine. Four speed gearbox. The car is absolutely complete with all those jewellery items like lights and instruments that are often missing and make an old car a challenge to restore. It has been bought by a PCCV member.

Remote control

I had moved my 404 cabriolet half out of the garage to do some adjustments to the window winders. I sat on the passengers seat to make myself comfortable and I was surprised to hear a loud rumbling. Moments of confusion until I realised that the garage roller door was descending onto the car. It must have a sensitive obstruction sensor as it just brushed the soft top and wound back up again. It was a bit of a worry for a moment.

But why? I had left the door remote controller on the seat and I had sat on it! Talk about doing things by the seat of your pants!

Another 203

In what must be some sort of a record. Ray Vorhauer has found, bought and fully restored a 203 to a standard equal to the best, in well under 12 months. He is now working on a 202 utility but has a struck a snag with the 202 engine as it has severe internal rust. Any leads on a 202 engine for sale would be appreciated. I can pass messages on.



A Type 153 Peugeot, similar to one that has recently resurfaced in Melbourne and bought by a PCCV member.

Parts

The batch of polycarbonate reproduction Covirs for the 203 that I imported, all sold before they arrived. I am about to order another batch. Advise me if you need one.

Those 3 plastic parts under the steering wheel of the 203 are the one weak link in an indestructible car! The covir weakness has been solved, initially with the machined aluminium castings that the 03 Register produced, and now with the polycarbonate plastic reproductions.

The plastic cover to the light switch unit has been reproduced in Germany but I suspect that supplies are drying up and finding them to order them is a bit of a hassle.

Glenn Vagg, using the latest computer technology, has been able to reproduce the light switch covers for the later model 203s in metal. Indestructible, ready to paint and fit your old electrics in.

Also he has had a small batch of those black and silver aluminium Peugeot ID plates reproduced. Add your car's details with a set of number/alpha punches. Not for stolen cars but to replace the plates that are often badly corroded.

Glenn Vagg: Mobile 0417 573 383. Overseas emails to wormreg@netspace.net.au will be passed on.

A girl named Gordon

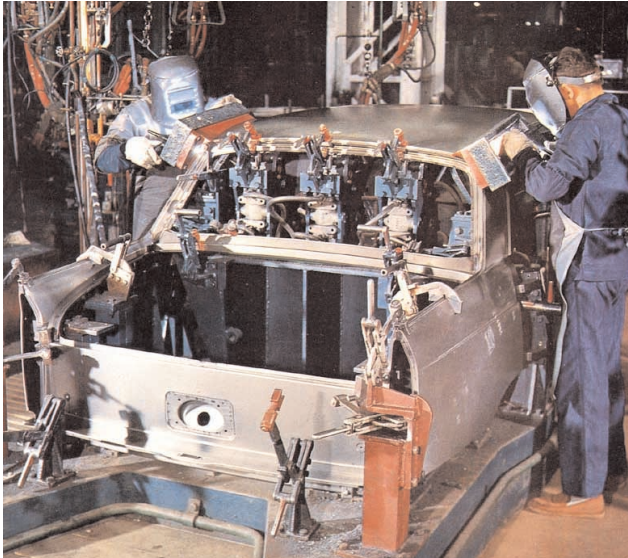
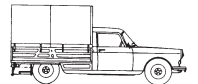
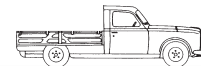
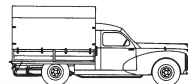
I got a desperate email from a Worm Driver in the US asking where he could get a rear windscreen rubber for the back door of the 403 station wagon he had just finished restoring. I asked him to email me a rubber stamp* of the section but he snail mailed me some salami sections of the old section.

Scott's Old Auto Rubber had a section that was so close that it doesn't matter. I emailed a rubber stamp of the close section to him and got an interesting reply. He was overjoyed and said he would name his first born Gordon! So, in the years ahead, if you see a young lady driving an old Peugeot in the USA and her name is Gordon you will know why!

**To "rubber stamp" a rubber section cut it cleanly with a very sharp blade. Then press it onto an inkpad and print it on paper. The most effective way of communicating rubber sections.*



Ray Vorhauer's recently restored 203



Welding the body of a 404 before robots.



GRM driving GRM404 on a recent PVCCV run

Brake light switch

The brake light switch on the end of the 404 brake master cylinder are available (same as on the Renault 12) but their action seems to be a bit erratic. Perhaps old age! I fitted 2 new ones to my 404 cabriolet and people following me said that sometimes they worked and sometimes they didn't. I have now fitted a microswitch with a 100mm long thin wand with a bracket to the top bolt on the pedal board. The wand is positioned to be deflected by the brake pedal. The brake lights now work every time.

Rolling about.

A car ferry crosses the entrance to Port Phillip Bay which opens onto Bass Strait. The strait has a reputation for very rough weather. There had been gale warnings for several days before friends crossed the entrance on the ferry. A big swell was rolling through the heads. Let your imagination run with the announcement over the PA on the ferry. "Would the owner of car "XXX999" please return to their car and put the hand brake on!

203 Stakeside ute

This advertisement (right) was recovered from the "archives" under the old linoleum in a farmhouse. It was in the Weekly Times, August 25, 1955. Russell Hall from Casterton found

it. He has also loaned me a copy of the "Garage and Motor Trader from September 1955". Wages and conditions for various occupations are listed. Motor Mechanic £15/4/4 per week. Motor Vehicle Salesman £13/2/0 per week etc. That is \$30.40 and \$26.20 a week in dollars. Things have changed! Also listed are Motor Cars registered in Australia for the month of June 1955. Peugeot 126, Ford 2846, Holden 3878, Austin 1358, Standard 1242, Mercedes-Benz 24 and VW 440. Again things have changed.

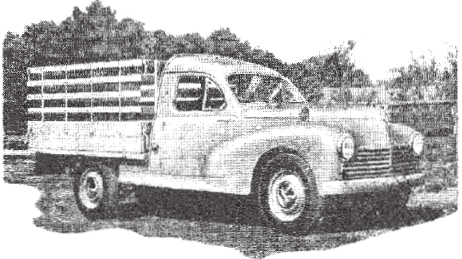
Kerosene

In France Kerosene is called Petrole and Petrol is called Essence. So if you are

camping in France and need some fuel for your stove be careful with your translations.

Worm Weekend 2002

Discussions are happening for the 2002 Worm Weekend to be held at Tumut, NSW, on the last weekend in October. A large 2 star motel is available with a reasonable room rate. This is a move away from school camp and caravan park venues used in the past. The move is in response to a perceived preference for private and perhaps more comfortable accommodation at recent Worm Weekends.



Peugeot
STAKESIDE UTILITY

most adaptable utility for 10-12 cwt. loads

ONLY **£990** Inc. Tax

The most pronounced advantage of the Peugeot Stakeside utility is its easily accessible, 3 way loading platform. Stake and drop sides are separate and can be arranged to suit general carrying jobs, stock transport and wide or bulky loads. This together with strong construction, rugged engine performance and saloon car comfort makes the Peugeot Stakeside the ideal vehicle to carry all types of loads up to 12 cwt. Combining versatility, top performance and economy, this utility is a leader in its class and represents a sound business investment.

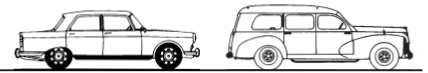
Obtainable from:

Canada Cycle & Motor Co. (Vic.) Pty. Ltd.
352 LATROBE STREET, MELBOURNE TELEPHONE FJ3155

WITH STAKES REMOVED

WITH STAKES AND SIDES REMOVED

OR YOUR LOCAL DEALER



My life with Peugeot

from Tony Howman



A long while ago I obtained employment for a couple of years, 1955 to 1957, with a car dealer in the Wimmera, north west Victoria. It was a multiple dealership, which included Dodge, Rootes Group, Studebaker, Armstrong Siddeley, Hudson and a few other bits and pieces and Peugeot.

As a rep. for the dealership I was issued with a low mileage 1951 black 203 (sunroof, remote boot control, reclining front seats and all the other things the other cars did not have) to do my job.

After driving "UA104" for a week or so my enthusiasm for Peugeots became boundless. I got to the tug tug stage where my boss called me in one day and said "slow down a bit on the Peugeot sales and sell the people a Hillman or a Humber Hawk".

The 203 slotted in somewhere between the price range of a Hillman or Hawk. It was purely from his viewpoint a commercial decision as there was 30 quid less commission in a Peugeot than in a Hillman. That difference would have represented a fortnight of my wages. Not only that, if a bloke bought a Hillman, after the 3,000 miles warranty was up in 8 or 9 months, we would have it in for a valve grind, 12 months later a clutch, after that a front end rebuild and a ring set. The boss could anticipate a lot of his money. When I sold a 203 and we wouldn't see it again for 100,000 miles, until it was brought in to trade on another Peugeot (apart from routine oil change, plugs and points). So you can see they weren't the best proposition for a dealer!

The 403 then arrived and it was harder still to curb my enthusiasm.



Tony's 203. It now has the reg number AJH203

A 203 panel van had been converted to an ambulance and the ambos said they made better times to Melbourne and back in the 203 than the converted Ford Mainlines. The Mainlines would outrun the 203 on the straight but the Peugeot made up more on the bends and rough stuff of that era.

The couple of years working there were extremely happy ones and although I had to slow down a little on the Peugeot sales I have fond memories of that time and the man who ran the place, he had to slow me down for his own interests, naturally. He was a magic bloke.

After leaving there I owned several Pommy and American cars until I could afford to buy a Peugeot of my own.

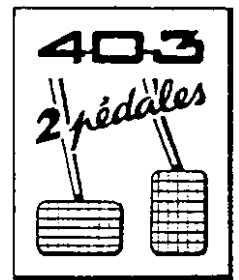
I bought a very late low mileage 203C from Canada Cycle & Motor Co – a magic car. I was dissatisfied with the colour and 12 months later I had it painted a beautiful iridescent green. I "Greeked" it a bit by putting white pompoms around the back window etc, as we all did in those days.

Some time later I had a relatively low speed head on, insurance fixed it but it didn't seem quite the same. I traded it in on a low mileage 403, then a '66 404,

then a '70 model 404 which I still have and which is still in remarkably good condition. In a (vain) attempt to recapture my youth I decided to get back into a 203 as well, so I bought two and built a fairly good 203C out of them. Anyone who knows it will attest that it is not a bad car (now 403 powered).

Well, I thought I had better fill the gap again with a 403, maybe a wagon or something, but none were about then. I found a Jaeger Coupler (2 pedal) equipped sedan for something different. The body had had it. Then another Jaeger 403 turned up so bought it as well.

When a good-bodied 403 sedan was found I bought it and fitted the Jaeger equipment to make a unique semi auto 403. It works well, 21,000 miles without a hiccup.



I am currently restoring a 404 U10 (Ute) out of 2 rough Utes and a rough sedan. It will take about 6 months.



On the left is Tony's "Jaeger Coupler" 403 photographed at a Worm Weekend.